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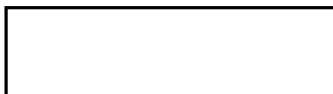
IMAGERY
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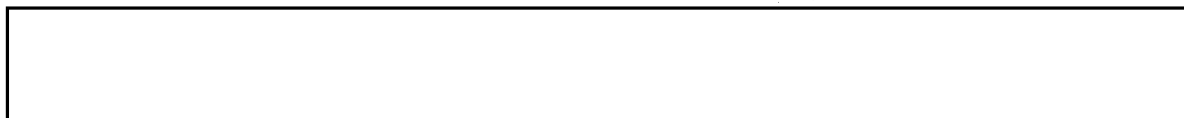
PHOTOGRAPHIC INTELLIGENCE REPORT

VITAL RECORDS COPY
VORONEZH AIRCRAFT ENGINE PLANT NO 154

VORONEZH, USSR



DECLASS REVIEW by NIMA/DOD



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CIA/PIR 75092



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DATE MARCH 1967

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PAGES 8

GROUP 1
Excluded from automatic
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VORONEZH AIRCRAFT ENGINE PLANT NO 154 VORONEZH, USSR

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Voronezh Aircraft Engine Plant No 154 (BE [redacted] Figure 1) is located at 51-39-11N 039-10-08E on the western edge of Voronezh, USSR. The plant is both road and rail served.

is shown in Figures 3 and 5. Figure 4 is an artist's conception of the engine test and final assembly building (item 8, Figure 6). All item numbers are keyed to Figure 6 and the associated table.

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The plant is surrounded by 11,600 linear feet of probable masonry wall. There are 8,000 linear feet of rail spurs and 24,500 linear feet of hard-surfaced roadway averaging [redacted] in width within the plant. Photography of [redacted] revealed [redacted] of floor-space within the plant. The preceding figures are to be considered as approximate.

Voronezh Aircraft Engine Plant No 154 was reported to have been damaged during World War II. 1/ Construction after World War II and prior to [redacted] probably included the repair of damage and modernization of the plant facilities. Several of the buildings were enlarged and support/storage buildings were constructed during this period.

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The first photographic coverage of the plant was made by the [redacted] (Figure 2). Subsequent aerial photography of [redacted]

Buildings constructed during the period from [redacted] include the possible engine wash building (item 5), the

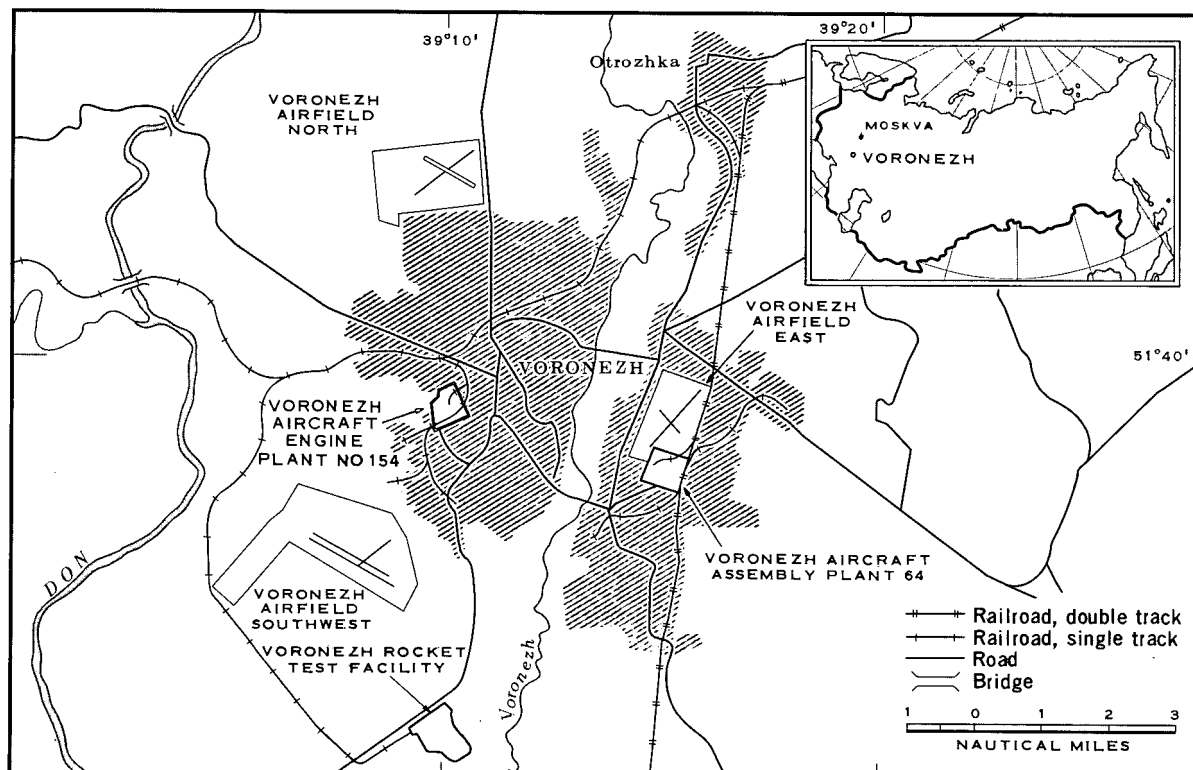


FIGURE 1. LOCATION MAP.

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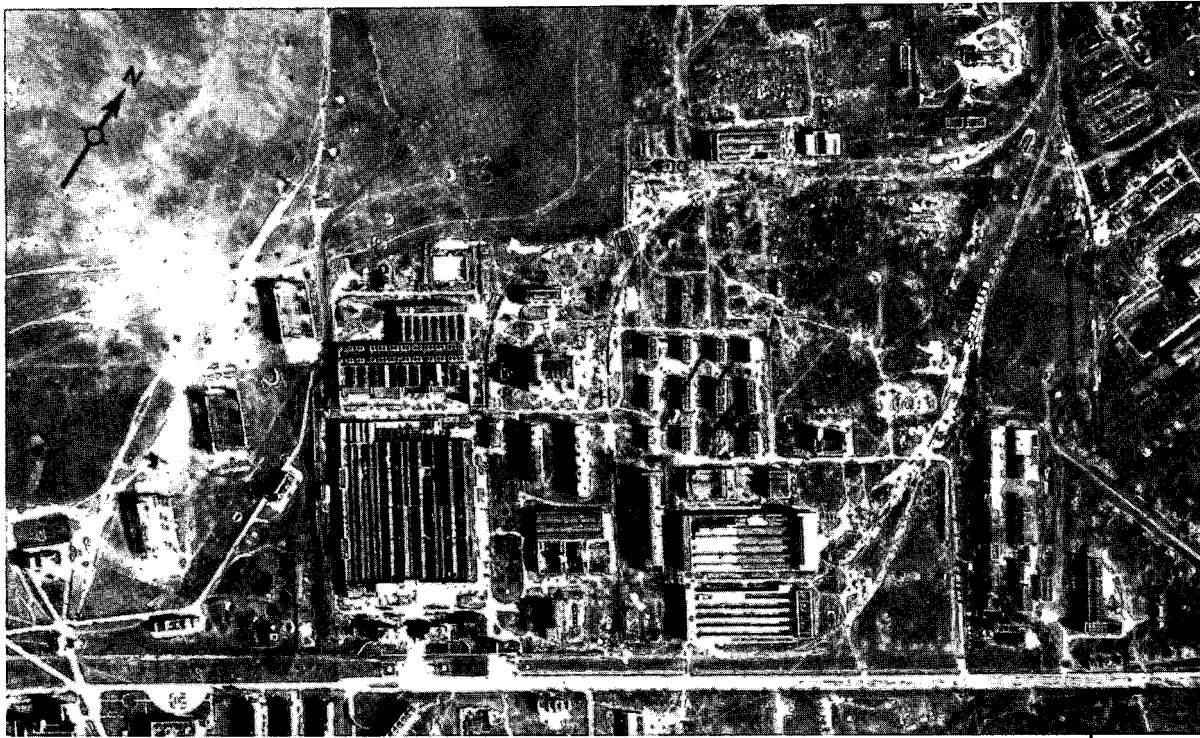


FIGURE 2. VORONEZH AIRCRAFT ENGINE PLANT NO 154, VORONEZH, USSR,

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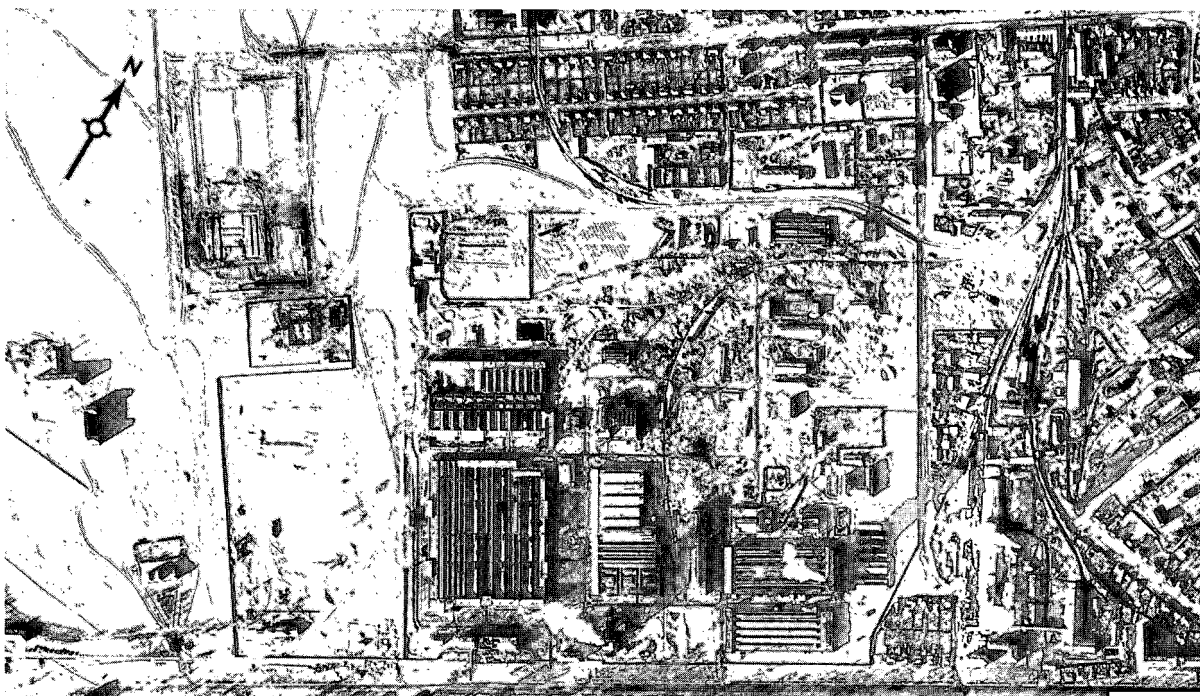


FIGURE 3. VORONEZH AIRCRAFT ENGINE PLANT NO 154,

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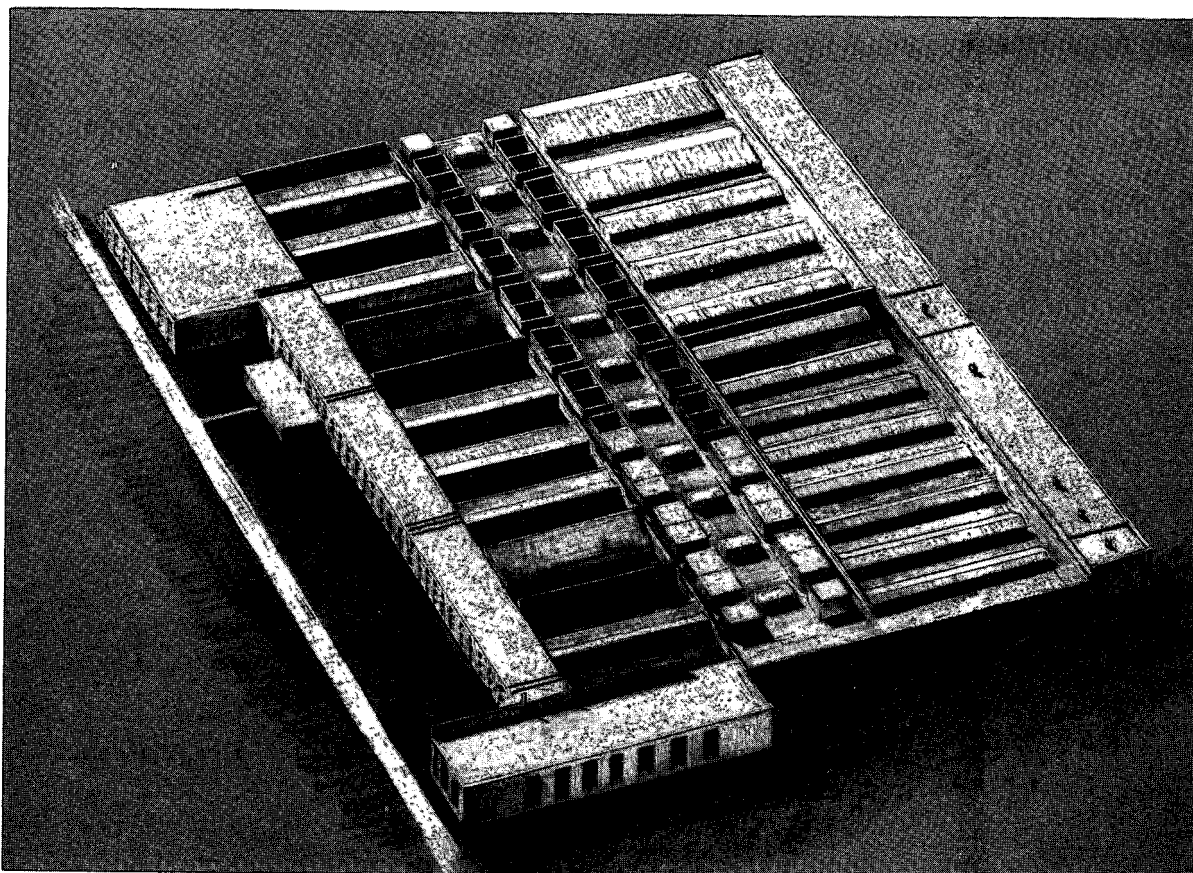


FIGURE 4. ARTIST'S CONCEPTION OF ENGINE TEST AND FINAL ASSEMBLY BUILDING (Item 8, Figure 6). L-7215 (3/67)

support/storage buildings (item 24), and a workshop/warehouse (item 23). Additions to existing buildings were made during this same period to the engine test and final assembly building (item 8), the administration/engineering building (item 11), the probable heat treatment building (item 12), a machine shop (item 13), and a workshop (item 15). Development of the plant from [] was limited when compared with the development between []

New building construction during the [] period included the probable administration/engineering building (item 1), the fabrication building/machine shop (item 2), a possible heat treatment building (item 4), an assembly building/machine shop (item 6), a

workshop/warehouse (item 20), a warehouse (item 19), a workshop (item 18), the support/storage buildings (item 24), warehouses, and various support/storage buildings.

Additions to existing buildings were made during this period at the engine test and final assembly building (item 8), the probable heat treatment building (item 12), the machine shops (items 25 and 29), the machine shop/forge (item 28), and the completion of the workshop/warehouse (item 23).

The chronological development of the itemized plant components is described in the following paragraphs:

Probable Administration/Engineering Building (item 1). The original building was present on photography of [] and remained in the

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FIGURE 5. VORONEZH AIRCRAFT ENGINE PLANT NO 154,

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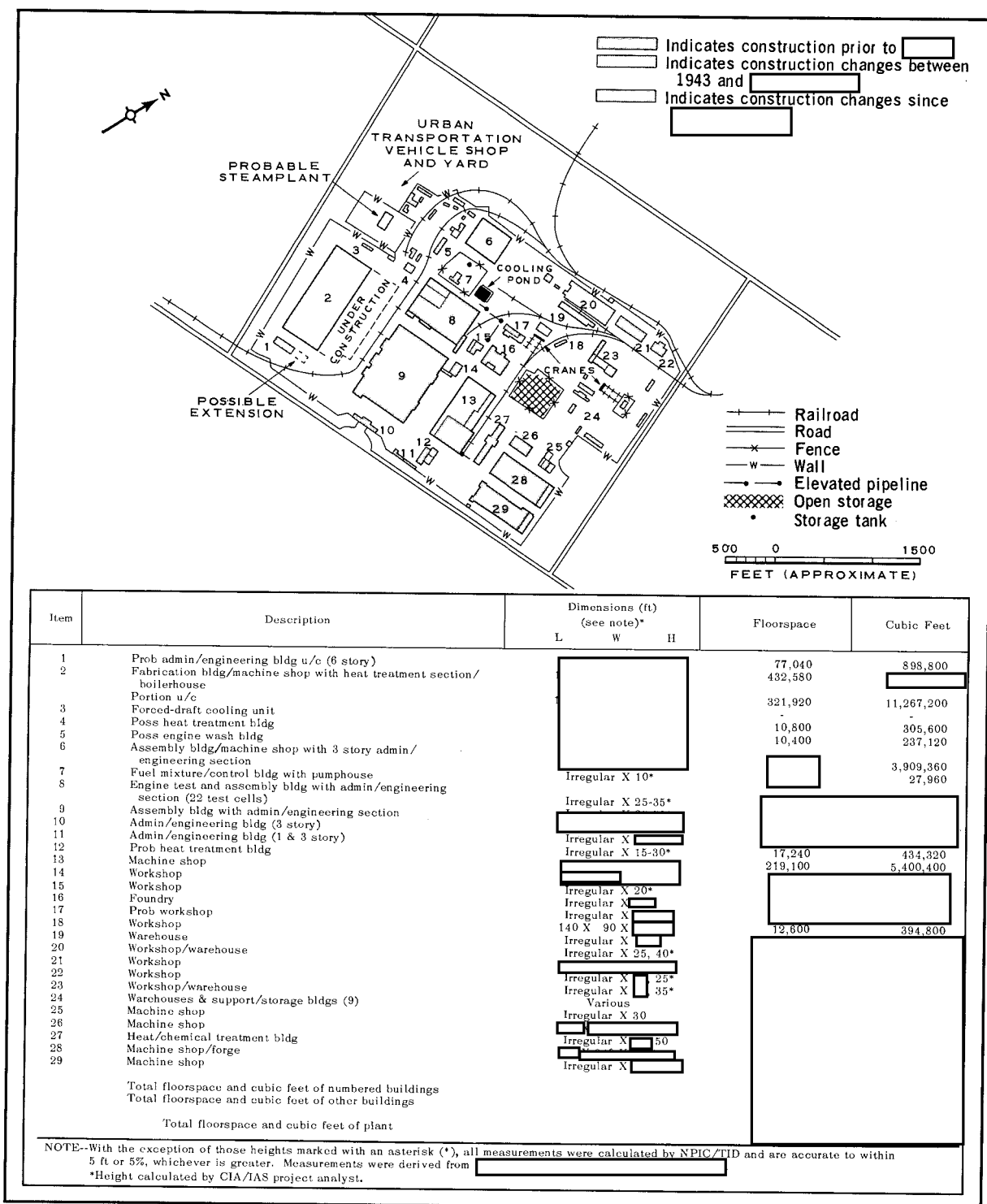


FIGURE 6. LAYOUT OF VORONEZH AIRCRAFT ENGINE PLANT NO 154.

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same configuration until [] when enlargement was begun. Originally the building consisted of 1- and 2-story sections. However [] photography revealed a new height of at least 6 stories and also that the new additions to the building were still under construction. It is likely that this building may be expanded further to the northeast because there are probable footings in this area (Figure 6).

Fabrication Building/Machine Shop With Heat Treatment Section/Boilerhouse (item 2). The initial portion of this building was in the early stages of construction in [] and was complete by []. Construction on a large addition to the northeast was inferred by the presence, in [] of footings. The addition appeared to be nearing completion in [].

Forced-Draft Cooling Unit (item 3). This unit probably serves the heat treatment section/boilerhouse portion of the fabrication building/machine shop (item 2). Footings were evident on photography of [] and the unit appeared to be complete by [].

Possible Heat Treatment Building (item 4). This building was constructed between []

Possible Engine Wash Building (item 5). This building was constructed prior to []

Assembly Building/Machine Shop (item 6). Construction began in [] and was complete by [].

Fuel Mixture/Control Building and Pump-house (item 7). This building was present in []

Engine Test and Final Assembly Building (item 8). This building houses 22 U-type engine test cells; 6 are [] and 16 are 20 feet square. The distance between intake and exhaust openings is approximately []. No test cells have been added since []. One of the [] cells and 8 of the 20-foot-

square cells appear to have some type of covering over the intake and exhaust openings. The coverings were first observed on [] photography and on subsequent [] photography. Between [] a wing on the north side of the building was added. Between [] a section was added between the test cells and the previously mentioned wing. There also have been some small extensions of the administration/engineering portion of this building (south side) which appeared to be under construction in [] and were complete by [].

Assembly Building (item 9). This building was present in []

Administration/Engineering Building (item 10). This building was present in []

Administration/Engineering Building (item 11). The 3-story portion of this building was present in 1943 and the 1-story portion was added prior to []

Probable Heat Treatment Building (item 12).

A portion of this building was complete in [] and what appears to be footings were evident at that time on the east side. Approximately 50 percent of the addition was complete prior to [] and the remainder was complete between []

Machine Shop (item 13). The original portion of this building was present in [] a major portion of the northwest side was complete prior to []. Columns for the remainder of the addition were evident on [] photography. The building appeared to be complete in []

Workshop (item 14). This building was present in 1943. A possible covered walkway connecting this building and the assembly building (item 9) has been added since []

Workshop (item 15). A portion of this building was complete in [] and the remainder was complete prior to []

Foundry (item 16). This foundry was present in 1943. A small addition on the south side was

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completed prior to []

Probable Workshop (item 17). The original portion of this building was present in [] Additions were complete prior to []

Workshop (item 18). Construction of this building was accomplished between [] and [] Immediately south of the building is a large crane which extends nearly the whole length of the building.

Warehouse (item 19). This building was not discernible on the [] it had been completed.

Workshop/Warehouse (item 20). This building was not discernible on the [] By [] it had been completed.

Workshops (items 21 and 22). Both of these buildings were present in [] The location of these structures within the plant area suggests a support function rather than production.

Workshop/Warehouse (item 23). Two sections of this structure were completed in [] while the remainder was completed prior to []

Warehouses and Support/Storage Buildings (item 24). Five of the buildings were constructed prior to [] and the remaining 4 were complete by []

Machine Shop (item 25). A portion of this building was present in [] An addition was completed on the northeast side between [] and [] another on the north side of the building was completed between []

Machine Shop (item 26). This building was present in []

Heat/Chemical Treatment Building (item 27). This building was present in []

Machine Shop/Forge (item 28). This building was present in [] and the northeast end of the building was enlarged between [] [] A forge is probably situated in the northeast end of the building.

Machine Shop (item 29). This shop was part of the plant in [] The addition to the northeast side of the building was constructed between []

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REFERENCES

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MAPS OR CHARTS

ACIC series, scale 1:200,000

DOCUMENT

1. AFIC. T 60-23, *Voronezh Aircraft Engine Plant 154*, Jun 60 (TOP SECRET 25X1

REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/66 (partial answer)

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